

**RAILWAY JOTTINGS.**—It appears that light locomotives are likely to be useful not only on branch but on main lines of railway, as evidenced lately by a very successful series of experiments on the Edinburgh and Glasgow, with one of Messrs. England and Co.'s, of London. The dimensions of this engine are:—Cylinder, 9 inches diameter; stroke, 12 inches; driving-wheels, 4 feet 6 inches diameter; boiler, 2 feet 3 inches, with 109 tubes, 11 feet 4 inches long, and 1½ inches in diameter; entire weight, in full working order, about 10 tons. The engine is guaranteed to work trains of six carriages, with passengers, at the rate of 45 miles an hour, and ascend an incline not exceeding 1 in 100 at a proportionate rate of speed, with a consumption of coals not exceeding 10 lbs. per mile. In point of fact, for a fortnight past, it appears that two trips a day have been made with the express train, on 7 or 8 lbs. of coals per mile, and the distance easily run within an hour and a quarter, drawing six carriages, besides luggage-vans, &c. Part of the trip on Saturday last, says the *Glasgow Guardian*, "was made at the rate of 65 miles an hour, and there cannot be a doubt that Mr. England has, by this invention, put it to the power of railway companies very materially to economise the expense of management."—A survey of a new line from Hawick to Northallerton is in progress. This line, it is said, would shorten the distance from Edinburgh to London full 30 miles compared with the present route.—By a series of levellings made in the last four years over an extent of about 200 acres, where drainage is carried on at Chat Moss, it appears that a subsidence has taken place to the extent of one foot per annum. The Liverpool and Manchester line, as our readers may recollect, is laid on a floating foundation across this morass.—A movement is in progress to urge the Bristol and Exeter Company to form a line from Bleadon to Wells, as authorised by their Act.—The Cork and Bandon Railway is carried across the Vale of Chetwynd by a viaduct of four large arches, 90 feet high. There are three viaducts on the line, and one tunnel, 900 yards in length: the cost, when all is completed, will be 252,000l.

**ROYAL DUBLIN SOCIETY.—DISTRIBUTION OF PRIZES.**—The prizes were last week distributed to the exhibitors of the best specimens of arts and manufactures: the principal are as follows:—Mr. John Heming, for Cambric dresses, first gold medal; Messrs. Telford, for large church organ in mahogany case (drawings by a pupil in Dublin School of Design), first gold medal. The second gold medals were awarded to Messrs. Atkinson and Co., for poplins, gold tissue, brocade, &c.; Messrs. Fry, for striped and figured tabinets; Messrs. Pim Brothers and Co., for single figured and corded poplins; Messrs. John Holden and Co., for sewed muslin; Messrs. Lambert and Bury, for Limerick lace dresses, &c.; Messrs. McDonnell and Co., ream of 34lb. fine laid medium paper; Messrs. Elkington, Mason, and Co., electro-plated articles; Mr. Arthur Jones and Mr. W. G. Rogers, specimens of wood carving; Messrs. Grenfell and Co., locomotive passenger engine and other machinery; Mr. Wilfred Haughton, railway friction buffer; Messrs. Courtney and Stephens, a patent double-acting platen letter-press printing machine, &c. The third gold medals were awarded to Messrs. Hatton and Smyth, for Balbriggan hosiery and loom at work; Messrs. Wilson and Son, hosiery and loom at work; Mr. T. Bennett, jewellery; Mr. Samuel Bradford, cutlery; Messrs. Cook and Sons, marquetry; Mr. Nicholas Lombard, carving and gilding; Mr. Samuel Hudson, sadlery; Mr. De Groot, carving; Mr. Wm. Brown, a church singer organ in Gothic case; Mr. John Bray, double-action harp; Mr. John McNeil, musical instruments; Mr. Saunders, gas cooking apparatus, &c.

**ELECTRO-MAGNETIC MOTIVE POWER.**—This long-looked for desideratum has been at last accomplished, if American authority is to be relied on. At the Smithsonian Institution (a respectable one, as our readers already know), Professor Page, it is said, has stated that there is no longer any doubt of the practicability of applying electro-magnetic power in place of steam. Heretofore length of stroke was wanted, but the Professor says he can make an electro-magnetic engine with a stroke

of six, twelve, twenty, or any number of feet. Professor Page stated that he had reduced the cost so far that it was less than steam under many and most conditions, though not so low as the cheapest steam-engines. With all the imperfections of the engine, the consumption of 3lb. of zinc per day would produce one-horse power. The larger his engines, contrary to what has been known before, the greater the economy. There were yet practical difficulties to be overcome.

**ST. LUKE'S, CHELSEA.**—A rumour having gone abroad that the guardians, wisely, we think, had resolved, by a majority of one, to appoint a paid surveyor to assess the parish, a vestry has been held, and, by a majority of 112 to 10, a protest passed against such appointment, as in direct opposition to the opinions of the rate-payers.

**THE NORTH LONDON ART-ARTISAN SCHOOL** is very fully attended, and appears in other respects to be progressing very favourably. Subscriptions, however, are needed, as the payments by the pupils do not cover the expenses. There are 200 scholars, and arrangements are being made to establish a female class, under supervision of a committee of ladies. Application has been made to the Board of Trade for the loan of additional casts—a favour, we suppose, that can scarcely be refused.

**SALE OF THE KING OF HOLLAND'S PICTURES AT THE HAGUE.**—The distribution of this collection to pay the late king's debts, is much to be regretted. The Marquis of Hertford and the Emperor of Russia are amongst the largest buyers. For some of the paintings very high prices were obtained: one day's sale brought more than 50,000l. (Is the auctioneer paid a commission?), and the total realised is more than 100,000l. Amongst the most costly lots are "Christ at the Tomb," by Sebastian del Piombo, 2,333l.; the "Holy Family," by Raffiello, 1,375l.; "La Vierge de Pâle," by Andrea del Sarto, 2,500l.; "La Colombine," by Leonardo da Vinci, 3,333l.; "Leda," by the same, 2,041l.; and "Portraits of Philippe le Roy and Madame le Roy," by Vandyke, 5,300l. the two.

**PUBLIC BATHS AND WASH-HOUSES.**—The following return shows the number of bathers, &c., in the week ending August 17, at three out of the four London establishments for the labouring classes.

	Number of Bathers.	Receipts.	Number of Washers.	Number of Children.	Receipts.
The Model Baths, 24, Whitechapel St., Martin-in-the-Fields.	4008	2 s. d. 57 14 0	364	606	5 s. d. 4 4
St. Mary-le-Bone.	8108	59 5 7	998	1617	7 8 0
	3019	72 17 7	94	151	0 10 0

**DECORATORS, ARCHITECTURAL MODELERS, AND BUILDING-IMPROVERS** should not omit to apply for space in the International Exhibition. There will be no chance of obtaining it if intimation be not given to the local committee before Oct. 31. England must do her best.

**THE FIRE AT GRAYSEND.**—The loss by this fire, as estimated by the surveyors of the London insurance companies, is 40,000l. The offices that will principally suffer are the following:—Kent Fire Office, 10,000l.; Globe, 8,000l.; Royal Exchange, 8,000l.; Alliance, 8,000l.; Norwich Union, 7,000l.; Phoenix, 7,000l.; West of England, 5,000l.; Mutual, 2,000l.; Star, 1,000l.; Commercial, 2,000l.; total, 58,000l.

**COOKING BY GAS.**—A Southampton correspondent, Mr. John Elliott, claims the original idea of cooking by gas for Mr. Sharpe, the scientific manager of the Southampton Gas Works, who, he says, twenty years since publicly demonstrated the feasibility and practicability of thus applying gas to the process of cooking, and who thirteen years since carried his theories into practice. Mr. Elliott therefore thinks it is "too bad in 1850 to dispute this gentleman's right to the discovery which he perfected." Our correspondent, we suspect, however, is mistaken in supposing that any one is engaged, at this time of day, in claiming the idea of cooking by gas, unless it be Mr. Sharpe himself, of the merits of whose claim we know nothing. Cooking by gas we have ourselves seen in practice at

Edinburgh at least fifteen years since. This may be a fitting time to remind the public of the claims of the originator, but others, so far as we can judge, are merely embracing the like opportunity of pushing their own special modes or manufactures into notice, without any design to claim the origin either of the idea or the practice. Mr. Sharpe is also said to have applied gas to heating baths many years since.

**WATER FOR LAMBETH.**—What has been done (practically) since last season to obtain a better supply of water, and of a pure quality, for the inhabitants of Lambeth and the whole of the south side of London; where it is proverbially bad—the supply being taken from the worst parts of that "common sewer" called the river Thames?—I saw a plug opened this morning (8 A.M.) the supply had been sent in to the neighbours, and the water for some minutes was as black as the water of a foul cesspool: it will be no wonder if we soon hear of cholera in that neighbourhood. There seems to be great neglect somewhere, that a whole session should pass and no remedy adopted, after such a fearful mortality as was experienced in Lambeth last year. R. M.

**GUILDFORD SEWERAGE.**—SIR: It will be remembered by many of your readers that plans were called for by advertisement in your journal of December, 1848, for effectually draining the town of Guildford; and nineteen engineers sent in designs. After several weeks' delay, the commissioners engaged a government surveyor to assist them, and three plans were selected by him (for the commissioners to decide upon) as offering the greatest facilities for carrying out their intended object. Not less than sixteen months have passed over, and the successful competitor is not declared. Unable to settle the sewerage question, they have now a fresh scheme in view, that of erecting baths, having no other means of disposing of their money. Look out, ye competitors for baths and wash-houses, rush down and take the site of ground, send in your design, and you will have the gratification of waiting two or three years for an answer.

#### FAIR PLAY.

**ST. MARGARET'S CHURCH, LEE.**—A new organ of the first class, by Messrs. Bishop and Sons, has been erected in the parish church of Lee, near Blackheath. The case executed has been from a design by Mr. John Brown, the architect of the church (erected in 1841), by Messrs. Vincent and Burrell, Norwich; the decorations by Mr. St. Quintin.

**WIDE ESTIMATING.**—The following is another pretty specimen of estimating, for schools and school-houses, Boughton Monchelsea, Kent, Messrs. W. G. and E. Habershon, Architects, who supplied the quantities:—

Town, Leeds .....	£1143 0 0
Town, Boughton .....	735 0 0
Sutton and Walter, Maidstone ..	742 0 0
Thompson, Loose .....	700 0 0
Walker and Soper, London ....	689 0 0
Holloway, Maidstone .....	670 0 0
Asstet .....	660 0 0
Shadgate, Boughton .....	590 0 0

#### AN UNSUCCESSFUL COMPETITOR.

#### TENDERS

For two houses for Messrs. Adcock, Princes-street, Oxford-street; Mr. Meakin, architect.

Lee .....	23,000
Piper .....	3,678
Mansfield .....	8,300
Harward and Nixon .....	1,133
Lawrence .....	3,098
Hyslop and Co. ....	2,908
Trego .....	2,944

For a congregational church, Calcutta-road, Holloway, Mr. A. Truett, architect.

Grimes .....	£1,643
Tombs .....	1,799
Haynes and Co. ....	2,706
Curtis .....	2,734
Piper .....	1,794
Mallett .....	2,718
Dove .....	2,700
Trego .....	2,697
Myers .....	2,698
Carter and Mills .....	2,696

For training schools, Whitechapel, Chelsea; Mr. H. Clutton, architect.

Curtis .....	£1,633
J. Anson .....	1,799
Carter and Mills .....	2,734
Grimes .....	1,794
Kell .....	1,780
Locke and Neaham .....	1,678
Holloway .....	1,694
Piper .....	1,688
Wilson .....	1,653
Trego .....	1,630